

CITIZENS TRANSPORTATION OVERSIGHT COMMITTEE

A Citizens Transportation Oversight Committee meeting was held on **Tuesday, March 21, 2000 at 5:00 p.m.** at the Arizona Department of Transportation, Transportation Board Room, with William G. Beyer, Chairman, presiding.

Members Present:

William G. Beyer, Chairman
Brian Campbell, Member-At-Large
Scott Newton, Maricopa County District 1
Jim Lykins, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3
Isaac Serna, Maricopa County District 5

Members Absent:

Paul Schwartz, Maricopa County District 4

Others Present:

Carolyn Deobler, ADOT
William Donaldson, Citizen
Dave Vowles, Citizen
Chris Voigt, MAG
Brenda Zambelli, McDOT
Bill Hayden, ADOT
Kathleen Morley, ADOT
Craig Morley, ADOT
Terry Johnson, MAG

Ed Johnson, Youngtown, Arizona
Leigh Rivers, Citizen
Larry Shobe, Tempe
Dale Buskirk, ADOT
Tim Ahrens, ADOT
Dan Lance, ADOT
Jeff Martin, City of Mesa
William C. "Blue" Crowley
Victor Mendez, ADOT

1. Call to Order

The Citizens Transportation Oversight Committee meeting was called to order at 5:00 p.m. by Chairman Beyer.

Introduction

Chairman Beyer introduced and welcomed the newest CTOC member, Jim Lykins, representing Maricopa County District 2.

2. Approval of Minutes of the January 18, 2000 Meeting

Chairman Beyer called for a motion. Brian Campbell moved to approve the minutes for the January 18, 1999 CTOC meeting. Ron Gawlitta seconded and the motion carried unanimously.

3. Staff Report

Chuck Eaton addressed the Committee regarding the following status report:

ANNUAL REPORT ON THE MAG REGIONAL FREEWAY SYSTEM

The following is a brief summary of the Fiscal Analysis Unit MAG Annual Report on the MAG Regional Freeway Program” which was provided at the March 2, 2000 Joint Public Hearing.

- Recommended “continued management emphasis be placed on acquisition activities with regular status reports provided.
- The R/ W stakeholders should continue to meet to discuss these issues and to prepare a summary of the best practices that can be used to protect future right of way.
- ADOT should be deliberate in setting right of way take lines. Setting the boundaries for the necessary right of way should be done in such a way to reduce or eliminate the need for secondary takes.
- To assure that there will be connection with I-10 and the South Mountain Freeway on the west side, a definite alignment and funding plan needs to be developed.
- Since much of the financing capacity to accelerate projects has been used up by 5 locally sponsored accelerations, there remains a limited ability to advance other Regional Freeway System projects.
- ADOT, in cooperation with MAG, should prepare an operating and maintenance plan for the freeway system.
- ADOT should not include material additional elements in the basic freeway system without MAG approval. Furthermore, ADOT should maintain better documentation concerning specific project elements.
- Develop a consolidated program for all projects on the State Highway System in Maricopa County.
- Vest the responsibility and authority for the consolidated program with a single point of contact within ADOT.
- Adopt RFS Best Management Practices for the Statewide Program in the MAG Region.

2000 PERFORMANCE AUDIT OF THE REGIONAL FREEWAY SYSTEM

The 2000 Performance Audit of the Regional Freeway System is in progress. The audit consists of a review of past and planned future expenditures in solving transportation problems in the county, and the review of both completed and future projects. A draft report is expected by early June with a final report by July 1.

RESPONSE TO PREVIOUS INQUIRIES:

New Mexico ingress/egress lanes – Mr. Eaton called the New Mexico State Transportation Department and spoke with Richard Mobarak, Traffic Section – Scoping and Analysis. Mr. Mobarak advised that he did not know of any restrictions on the use of the right lanes on freeways in the Albuquerque area. He advised that they have a number of auxiliary lanes that are striped with elephant stripes. ADOT has added auxiliary lanes at many locations and is including many more in the designs of new freeways. It has been found that they provide for more efficient merge / diverge weaving maneuvers between freeway intersections. Auxiliary lanes are not through lanes.

Pearl Harbor signs – An e-mail inquiry was sent to the State Traffic Engineer, Mike Manthey. Mr. Manthey advised that the signs were placed after legislation required their installation. Traffic Engineering has been notified of the CTOC concern and was asked to consider changes. Changes are unlikely until those signs need replacing.

Request to sign Dear Valley Power Center exit at Rose Lane – An e-mail inquiry was sent State Traffic Engineer, Mike Manthey. Their response advises that ADOT supplemental signing policy clearly prohibits signing for retail outlets, restaurants, shopping centers, and malls regardless of their location.

PROJECT STATUS ITEMS

PROJECTS SCHEDULED FOR BID ADVERTISEMENT:

Pima Freeway (Loop 101) – Scottsdale Road to Pima Road – Design scheduled to be completed in March. Scottsdale Road and Pima Road traffic interchanges are scheduled to advertise March 24th. This project will help accommodate the end of freeway conditions once adjacent projects are completed in 2001, prior to the completion of the final project between Scottsdale and Pima.

Red Mountain Freeway (Loop 202) – Country Club Drive to Gilbert Road -- Construction advertisement is scheduled for March 24th. Archaeological work is continuing.

Loop 101/I-17 TI -- Landscape construction should advertise this month.

UPDATES OF PROJECTS UNDER CONSTRUCTION:

Loop 101, east half of the I-17 Interchange – The mainline paving is nearing completion. The West to South and the North to East ramps will open in April. The project is scheduled to be completed by June.

I-17 Design Build Project – Three of the ramps at Camelback are open. The reopening of the northbound Camelback Road entrance ramp has been moved to March 23rd. The northbound Glendale entrance ramp is scheduled to reopen March 24th and the southbound entrance is scheduled to reopen March 31st. The corresponding ramps at Bethany Home Road will close the same day as the Glendale ramps reopen. Widening construction work near Bethany Home will last until mid-July.

OTHER PROJECT UPDATES:

Santan Freeway (Price T.I.) -- Stanley Consultants was selected as final designer.

Grand Avenue – Contract negotiations are underway with Baker and Earth Tech, who were selected for the final design of Thomas, Camelback and Bethany Home intersections and the 91st Avenue connection to Agua Fria Freeway (Loop 101). Notices to Proceed are expected to be issued in March.

US60 Superstition Widening (I-10 to Val Vista) -- The agenda for the MAG Regional Council includes an item for approval of the TIP for air quality conformity at their March 22nd meeting. The location of the retaining walls in Tempe is expected to be an issue. It is anticipated that the Request for Qualifications (RFQ) for this design build project will be issued in late April.

ENVIRONMENTAL ASSESSMENTS:

Santan Freeway (Loop 202); I-10 /Maricopa Road Traffic Interchange -- Gila River Indian Community has provided their street realignment plan that fits the T.I. realignment. A public meeting was held in early March for the environmental assessment.

SR 51 – Bell Road to Pima Freeway – The draft EA update is complete. A public meeting will be held in March regarding the assessment.

Mr. Eaton concluded with a summary of public comments that were received at the CTOC West Valley Public Meeting that was held in Avondale on February 29, 2000:

- Would like to see additional lanes on Interstate 10; extended HOV lanes beyond 91st Avenue, possibly an additional general purpose lane.
- Additional traffic interchanges beyond 99th Avenue; Bullard, Sarival and Citrus.
- Interested to see the progress made on Grand Avenue as a result of the Major Investment Study being completed.

-Interested in furthering the development of Loop 303; particularly in the short term to get the Cotton Lane alignment connected from Thomas to I-10; later to the Gila River to the south.

-The City of Goodyear is in support of Loop 303 as a segment for the CANAMEX Trade Corridor.

-Other issues addressed: need for better bus service, use of railroad for future passenger rail service into the West Valley, purchase of right of way well in advance of projects, expanding the Goodyear Airport Runway, in support of regional multi-transportation plan that would include linkages between communities, bike paths and pedestrian paths, need for park and ride facilities along I-10.

Chairman Beyer requested that a copy of the DRAFT Performance Audit Report be distributed to the CTOC Members to keep the Committee informed every step of the way.

Ron Gawlitta recommended preliminary research be conducted regarding an interchange around Tuthill Road due to the rapid development on the Caterpillar property.

Mr. Gawlitta stated with the passage of the Mass Transit Tax in the City of Phoenix, research should be conducted on where the light rail is going to cross Interstate 17 and Intergovernmental arrangements for use of the canal banks to carry some of this transit. "If we get into a light rail problem here in the city of Phoenix, we're going to take out of commission three of the most important thoroughfares in the entire city; 19th Avenue, Camelback and Central. If there is a way to avoid doing that, I think we should do it."

4. Legislative Report

Caraly Foreman addressed the Committee regarding the following Legislation:

-Rumors surfaced regarding a possible striker to SB1334 that would radically alter transportation governance in Arizona, replacing metropolitan planning organizations with "regional transportation boards." No action has been taken at this time. The striker was not, ultimately, offered or proposed, and SB1334 remains as the ADOT; 20 Year Highway Facilities Plan.

5. Updated Information on US60 Superstition HOV Widening

Victor Mendez addressed the Committee regarding the HOV Widening project on US60. The primary scope of the project is that HOV lanes are being added from I-10 to Val Vista, adding general purpose lanes in the Mesa area, from Price Freeway (Loop101) to Val Vista and auxiliary lanes will be added throughout the corridor.

The major area of controversy is the lateral location of the retaining walls within the City of Tempe. The following major activities have occurred with regard to this controversial area?

-Tempe, in essence, has questioned ADOT's authority to make a decision, which ADOT believes is a design decision.

-FHWA has provided ADOT a document that indicates that this issue is, in fact, an ADOT decision (refer to correspondence received from the USDOT, FHWA, Arizona Division):

..."The Federal Highway Administration (FHWA) considers the lateral locations of retaining walls to be a "design level decision" which should be left to the implementing transportation agency – ADOT."

..."FHWA's position is based on three factors:

- (1) The lateral location of the retaining walls in this case does not directly affect freeway capacity, air quality, nor other transportation planning issues which could affect the Long Range Plan or air quality conformity.
- (2) A lateral location for the retaining walls which provides for possible future expansion does not dictate that any additional transportation facilities or increased capacity ever be constructed—it just preserves the possibility.
- (3) Any decision to constructed additional transportation facilities (including additional general purpose lanes, additional High Occupancy Vehicle (HOV) lanes, new bus lanes, or rail transit) in the future would require additional planning and environmental studies, additional planning approvals by the MPO, and additional environmental approvals by FHWA (if Federal funding is used)."

-The State Transportation Board passed a resolution that shows that this is a design decision (refer to "A Resolution of the Board of the Arizona Department of Transportation, Supporting Widening of the Superstition Freeway to Accommodate the Ultimate Transportation Corridor Facility"):

"Section 1: That the design of the proposed improvements to the Superstition Freeway shall be determined by the Department to serve the transportation needs of the region and the State.

Section 2: That improvement so the Superstition Freeway will include moving the retaining walls where necessary, to accommodate a future transportation corridor."

After a lengthy discussion the MAG Management Committee, which consists of all the city managers, approved an agenda item, which included this project as a part of the 2001-2005 MAG Transportation Improvement Program (TIP),

March 22nd at 5:00 p.m. at the MAG Offices, MAG Regional Council, which consists of all city Mayors, will be addressing the lateral location of these retaining walls.

ADOT's position is to move the retaining walls, only once, to an ultimate location that would provide the opportunity for future transportation improvement. ADOT believes that this is a design decision. It's not a planning issue—"we are not adding any capacity at this point and we're not suggesting that at this point." ADOT will ultimately make that decision. Good highway designs consider future efficiency and opportunity.

April 2000, a Request for Qualification (RFQ) will be issued on the US60 Widening project. By June of 2000, hopefully, MAG Regional Council will have approved the TIP, the State Transportation Board will have approved the Five Year Construction Program. At that time, RFQs will be evaluated internally, with external partners to short list to 3 to 5 firms. By August of 2000, hopefully, FHWA will have approved the Design Concept Report (DCR) and the Environmental Assessment (EA), which should be consistent with the program. ADOT will solicit proposals from the 3 to 5 short listed firms. Proposals will be due in November 2000. In January 2001, ADOT will select a Design Build Firm. Construction will hopefully begin in February 2001.

Call to the Public regarding the US60 Superstition Widening Project:

Larry Shobe, a spokesman for the City of Tempe, addressed the Committee regarding the Council's concerns (refer to correspondence from the City of Tempe to Mary Peters):

"...1. The placement of the retaining walls needed for the widening to accommodate the HOV lanes and the auxiliary lanes through the City of Tempe shall be in a location that does not provide room for any future expansion or widening of the freeway. It is council and staff's position that the present proposal for 3 general purpose lanes plus an HOV and an auxiliary lane in each direction is the ultimate build out for this section of freeway. Our position is supported by the information contained in the AASHTO Green Book, which states in reference to urban freeways that 'only in unusual cases are there more than four lanes in one direction.' We prefer to take the stand that if we need to do unusual things to meet the transportation needs of the valley, then these things should be bold and positive and serve to enhance the quality of life. We believe that further expansion of this project will not enhance the quality of life rather it will degrade it, not only for the citizens of Tempe but for all citizens of the valley. We need to look broader and be more creative in solving our

transportation challenges, including the use of alternate modes in our solutions...”

Mr. Shobe stated that “if ADOT is not planning to widen the freeway in the future, then there’s no reason to move the walls today.”

Mr. Shobe stated that the citizens have added concerns regarding additional noise and quality of life and the quality of air adjacent to the proposed widening. The closer we get to our neighborhoods, the worse it will probably become both for air quality and to noise.

-The College Avenue pedestrian bridge, which is in part of the scope of work, should be constructed to conform to ADA standards as part of the scope of work for their project.

-We’ve asked that the project include new bike and pedestrian bridges at Dorsey Lane and Country Club Way.

-Has requested that “city staff to be part of a review team with ADOT staff to review and provide input to the design/build RFP prior to release...”

Mr. Shobe concluded by stating that the citizens want to be involved as a community and would like to see the best for their community and would like to address all the concerns that were listed in the above described correspondence.

Jeff Martin, spokesperson for City of Mesa, addressed the Committee regarding support for the US60 Superstition HOV Widening project (refer to correspondence from the City of Mesa to Selected City/Town Mayors). Mr. Martin stated that he has been working with this project for approximately 5 years. When this project first started, when the MIS was completed, “we were envisioning an HOV lane only from the interconnection at I-10 to Gilbert Road. After receiving input from some of the public hearings that we had, the project was expanded and the general lanes were then considered and it was determined that we ought to add these general lanes as well as the study went on. The project really has evolved. This has been a difficult issue for our community as well as Tempe.”

The City of Mesa makes the point that while there is 4 or 5 miles of the Superstition in Tempe, there’s about 20 miles in the City of Mesa. This is a major transportation corridor, which serves about one million people. This is a very important corridor. “Frankly, we don’t have the luxury of saying that we’re not going to make some of these improvements to deal with transportation needs and grow of the next 20 years. The MAG people have told us that they have projected that our population growth is going to grow from about 2.7 million people to 4.7 million people over the next 20 years.”

6. CANAMEX Trade Corridor Study

Dale Buskirk, Deputy Director of ADOT's Transportation Planning Division, addressed the Committee regarding the CANAMEX Trade Corridor. Mr. Buskirk described the corridor as a trade corridor, which runs from Canada, through the United States, to Mexico. This trade corridor was defined in Federal Statute, as Interstate 19 from the International border with Mexico, to a connection with Interstate 10, to US60/US93, across Hoover Dam, to a connection with Interstate 15, then Interstate 15 north to the International boundary with Canada.

From Interstate 10 to US60/US93, there are many different ways that one could get from Interstate 10 to US60/US93 through metropolitan Phoenix. ADOT and MAG have begun a joint study to research alternative routings of the CANAMEX corridor through the metropolitan Phoenix area. The first step in the process was to convene a Stakeholders Forum to identify those routes that would be subject to the study and evaluation as alternatives. Mr. Buskirk identified the 8 routings via overhead projection materials (refer to "Preliminary Assessment of Evaluation Criteria for Short-Listed Route").

- ~~“?? PLEASE CHECK, I DON'T BELIEVE WE HAVE HELD ANY PUBLIC HEARINGS YET??”~~MMany public comments have been received at recent public meetings and numerous of amounts of letters have been received in opposition to using Loop 303.
- The route that included I-10 to I-8, SR85 to Wickenburg/Vulture Mine Road has received no significant opposition at this time.
- Mr. Buskirk explained that the Sun Valley Parkway was not yet fully constructed.
- There are a number of jurisdictions in this area that would be affected

Mr. Buskirk advised that an officially designated part of the CANAMEX corridor would have to accommodate trucks carrying commerce between Mexico, United States and Canada.

The roadway would have to meet minimum cross sections. Some segments would need improvement to bring them up to standards on some of the alternatives, such as:

- Riggs Road
- 19th Avenue
- Loop 303/Cotton Lane
- Sun Valley Parkway
- Wickenburg Road
- Vulture Mine Road

Evaluation Criteria that is being used to evaluate the alternatives:

- Costs to bring roadway to required standard
- Travel Time (trucking industry stated that they would go the way that is fastest, cheapest and most efficient)
- Length
- Level of Service (traffic congestion)
- Access to Freight Terminals
- Constructability
- Safety
- Environmental Impacts
- Title VI Impacts
- Major Community Impacts (each community affected has been asked to provide a community position on these alternatives)

CANAMEX Trade Corridor Study is currently in the process of evaluating the data that has been collected across all the evaluation criteria. When this is organized, it will be presented to another Stakeholder Forum for their input. A public meeting will then be held to review details. All this information would then be presented to the MAG Regional Council and to the State Transportation Board. The study, as a DRAFT, should be completed by March 30th.

CTOC members requested the date and location of the CANAMEX Trade Corridor Public Meeting upon its availability.

7. ADOT/MAG HOV/Value Lane Study

Bill Hayden, ADOT's Public Involvement Contact, addressed the Committee regarding the HOV/Value Lane Study (refer to "Fact Sheet-Value Lane Study Looks at Ways to Relieve Growing Traffic Congestion in the Maricopa Region"). Each state, on its own, with the assistance and cooperation from the Federal Highway Administration are working to develop strategy that will assist in reducing congestion where feasible. ADOT and MAG decided about a year ago to revisit and re-validate a study that was produced by MAG in 1994. This is a High Occupancy Vehicle Lane Facilities Policy and Plan for the Regional Freeway System. This study was to revisit the policy program, validate traffic data projections and to evaluate the financial feasibility of the use of Value Lanes.

Value Lanes represent a change in philosophy in part, from the traditional HOV Lane usage, i.e., two or three occupants in a vehicle could use a High Occupancy Vehicle lane or go bypass the general lanes and make their travel in a faster and safer manner. What was discovered around the country was that HOV lane usage has not been as strong as was anticipated or projected. In order to better use the HOV lanes, the capacity could be utilized by Single

Occupancy Vehicles (SOV) lanes. The opportunity could be provided to them except they would pay for usage, i.e., similar to, but not the same as, the toll concept.

The Value Lane Study will hopefully validate the original findings were correct and whether or not the Value Lane Concept has viability. There has been a public survey, a focus group (a second focus group meeting is forthcoming) to “get a feel from the public.”

ADOT and MAG believe that the HOV Lane usage has a valid role to play in the big transportation picture. The investment in additional HOV lanes planned for the future in the Valley, as well as future freeways, indicate a strong belief that HOV lane usage is an important component, not only in complying with air quality standards, but the congestion management plan, which is currently in place.

The study should be completed and in DRAFT final in July 2000 with a final product for distribution in August 2000.

Due to time constraints at this meeting, a video tape presentation regarding the Value Lane Study will be an agenda item at a future meeting.

8. Grand Avenue Feasibility Study Scope-Loop 101 to Loop 303

Chris Voigt of Maricopa Association of Governments (MAG) addressed the Committee regarding the Study Concepts (refer to “Grand Avenue Northwest Study Concepts” handout).

The study scope is the corridor from Loop 101 to Loop 303 – Study concepts were reviewed in February at an agency forum and a March meeting with ADOT.

Issues to be addressed in the study:

- Intersections – Greenway, El Mirage, Thompson Road, 163rd Avenue, Jomax, Loop 303 and Bell Road
- Bypass Routes – 163rd Avenue, El Mirage and Greenway
- Transit
- Landscaping (high priority via local jurisdictions)
- Profile (grade separations)
- Access Control (and emergency access)
- Bike/Pedestrian Crossings
- Railroad
- Drainage
- Economic Development/Business Impacts
- Goods Movement

- Neighborhood Impacts
- Financial – Funding, Costs & Staging
- Land Use/Environment Issues

Tasks: Review and document existing information

- Related studies and plans
- Current and projects socioeconomic data
- Transportation facilities and conditions
- Assess environmental issues/Title 6

Tasks: Analysis

- Identify major issues, goals and policies
- Assess long term road needs
- Assess alternative mode needs
- Develop and evaluate options, including costs

General Tasks:

- Public involvement – ongoing throughout the project
- Working papers required for each major tasks

Next Steps:

- Request for Proposals (RFP) finalized and released, with proposals due 30 days later (March 25, 2000 with proposals by the end of April)
- Pre-Proposal Meeting
- Proposal Review
- Recommendation to MAG Executive Director
- Notice to Proceed

Ron Gawlitta stated that he believes that studies are a waste of time when there is expertise within ADOT. It is Mr. Gawlitta's opinion that it prolongs the whole planning process and it cost more money. Mr. Gawlitta stated that until this is explained to him, the federally mandated environmental assessments appear to be the only studies necessary.

9. Call to the Public

Dave Vowles, 3249 East Altadena, Phoenix, Arizona 85028, addressed the Committee regarding property acquisition on State Route 51 (north of Cholla). Mr. Vowles stated that he had been told that being close to the freeway, there will be some negotiations as far as extra land, which he had adjacent to his home. Mr. Vowles stated that many neighbors in that area, together with himself, would like to know when this will be happening. Due to the dust problem in that area,

Mr. Vowles further inquired as to the landscaping on that section of roadway. Mr. Vowles stated that he has been trying to get answer since October 1999; however, is not getting any response.

Victor Mendez took Mr. Vowles' telephone number to address Mr. Vowles' questions subsequent to speaking with the project manager of this corridor. Ron Gawlitta will further contact Mr. Vowles to ensure his concerns were addressed.

William C. "Blue" Crowley addressed the Committee regarding MAG's agenda, Mid-Phase Early Opportunity for Input and stated that one of the sponsors was CTOC. Mr. Crowley further stated that there was a Transportation Fair at the bus terminal. "That's really good to have when you don't advertise on the buses that you're doing it?" "When there was a public hearing, we had CTOC membership there, but didn't even have a quorum from MAG." Mr. Crowley stated that at the last Regional Council meeting, he pointed out the difference in the routing for CANAMEX trade corridor, "because when I was up in Wickenburg, you haven't gone out and reached into that community because they were in my face." The Wickenburg people advised Mr. Crowley that routing plans included a route near a grade school, a golf course. Mr. Crowley suggested a route, along the power line road, and go up to Congress part of the equation. In the Grand Avenue study, it does not appear to include a bicycle/pedestrian path. Mr. Crowley stated that TEA-21 states "that you can't do a program that cuts off a bike lane, when it comes right up to the freeway and then starts on the other side, I believe you've interrupted it. I figure with the canal there, we could use that as part of the equation and it isn't just for reclamation, but it also needs to be recreation and when we have a dry up every January, how hard is it to build a tunnel, when you ain't got no water. You just take the side out, put the drainage in and boom, I'm smokin'. What I see in the documents on the TIP, streets had a \$3.5 million bridge going over it in 2005. I don't find it anymore." Mr. Crowley stated that he appreciated the efforts of this Board and wished that the Committees' voice was being heard louder.

Chairman Beyer requested information regarding the tunnel and bridge that Mr. Crowley stated as "disappeared" for educational purposes.

10. Next meeting scheduled for Tuesday, May 23, 2000 at 5:00 p.m. at the ADOT Administration Building, Transportation Board Room, 206 South 17th Avenue, Phoenix, Arizona.

11. CTOC Member Reports

Issac Serna commented on the retaining wall issue in the Tempe area. Mr. Serna reminded that CTOC is responsible for looking at the entire Valley and how it is affected.

Ron Gawlitta commented on State Route 51 across the canal. One of the questions Mr. Gawlitta has encountered is “whether or not the walls have a tendency to direct the noise upward as opposed to horizontally.” Is there any data regarding this concern? Mr. Gawlitta stated that there might be a benefit to confining the noise.

Dan Lance responded that ADOT is in the process of finalizing the noise policy. This policy requires or mandates that the noise modeling is done at the operating speed (65 mph), estimated on volumes of a 20 year threshold. It’s also a model that not necessarily uses the peak hour—often, peak hour traffic is slower. Based on a complaint basis, ADOT goes out and measure noise complaints at those times the citizens believe need to be measured. There is a public meeting scheduled for State Route 51, Bell Road/Loop 101, final design on March 28th. This issue will be addressed at this meeting.

Jim Lykins stated that it was his pleasure to serve on this Committee and is looking forward to participating and representing District 2. Mr. Lykins thanked Chuck Eaton and Cyndi Selby for the “crash orientation and all information they’ve given to get me up to speed.”

Brian Campbell commented on supporting ADOT on the noise issues. During testing in Mesa, Mr. Campbell requested information and ADOT provided all the information that Mr. Campbell could understand on all the information that goes into the sound studies and improvements. Noise is going to be an important issue as the freeway system is completed, Mr. Campbell recommended other CTOC Members become familiar with ADOT information.

Scott Newton commented on the widening of the US60. “Since I live in the east valley and since I drive a lot on US60, my personal opinion—and I hope our Chairman will vote in favor of the widening for Tempe to get along with City of Mesa, City of Chandler and Town of Gilbert. I personally feel if we are going to do the widening from that point, then we might as well do it all the way through. It’s a very costly, expensive project—My point is, we’re always saying that if we’re going to do something, do it right the first time. Let’s do it right and let’s do it all the way.”

Meeting adjourned at 6:50 p.m.

